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tion and the competitive features of the problems incident to rate regulation are discussed with as much detail as the compass of the book permits, and these are illustrated with a sufficient number of cases to make it practical. The development of the theory of rate regulation of our railroads is described and the history and practical utility of the interstate commerce commission is set forth in an interesting manner while many leading decisions and rulings of the commission are discussed.

OSCAR L. POND.

Why War. By FREDERICK C. HOWE, Ph.D., LL.D., commissioner of immigration at the port of New York. (New York: Scribner's. 1916. Pp. xvi and 366.)

This work is perhaps sufficiently important to warrant its being noticed in a critical journal, but its character is not that of the writings which usually should be examined there. It is affected with such grave faults that the reviewer must speak with less appreciation than its merits would prompt him to do. Not always does it reveal the careful thinker or the well trained historical writer. The author's ideas are larger than his knowledge or his comprehension of historical relations and development. His penetration is less profound than his manner, his condemnation is too ready, his suspicions too certain, his solutions too easy and thorough. Moreover, in the technique of his reasoning and composition he mistakes assertiveness for force, positiveness for certainty, speculation for positive knowledge. These strictures are made with the uneasy feeling that often a reader or a critic in the seclusion of his study will discover such failings in the midst of attempts at constructive thinking and generous desire to make better the affairs of this world, efforts which in many instances the mere critic never could make himself; but nevertheless things are noted which have attracted attention along with excellent qualities which the book does possess. The writing is at times careless and bears evidence of haste in composition, though for the most part it is so clear and forceful that the reader will not wish to lay the book aside. It is not free from errors, but it also contains large ideas and vigorous thinking, which, in so far as they are correct, are valuable and striking. If this volume attains wide circulation, as conceivably it may, the less scholarly and careful will almost certainly be stimulated and impressed.

The author's thesis is that the powers of Europe, excepting France

and to some extent England, are ruled by the old feudal aristocracy, which exists in new form and allied with industry and finance, but which rules much as it did of old. The people do not control the government, and have little to say about peace and war, for foreign affairs are managed in secret by the aristocracy. And this aristocracy both rules and owns Europe, and has accumulated great riches which are invested in every lucrative field, especially in the munitions industry. Moreover their surplus wealth has gone forth to seek investment in all sorts of imperialistic enterprises overseas. Here may be found the chief source of modern wars—in the efforts of financiers to secure in backward countries or from weak peoples the placing of ruinous loans, monopolies, concessions, spheres of influence, and protectorates. As these mighty hunters prowl about the world in search of prey they meet at last, and then develop between nations, in a manner scarcely comprehensible to the mass of the people, differences irreconcilable and wars not to be avoided. Meanwhile armaments are increased and militarism perpetuated by the efforts of the ruling class, who alone cherish them, and are supported by indirect taxation which is thrust upon the poorer classes, themselves democratic and peaceful. The new era of this financial imperialism begins, according to the author, with the purchase by Disraeli of the Suez Canal shares in 1875, though the principle upon which it is founded may be traced back to Palmerston's action in the case of Don Pacifico about the middle of the century. The hope of betterment in the future lies in increasing the power of democracy, in public and democratic management of foreign affairs, nationalizing munition industries, withdrawing governmental support from the actions of financiers outside the boundaries of their country, proper adjustment of taxation, and the taking from feudal aristocracy its monopoly rights and exclusive privileges.

There is an interesting though not wholly accurate account of the present structure and character of the more important governments, with the character and condition of their peoples. The sordid methods of English enterprise in Egypt and of French penetration into Morocco are explained. A discussion of the value of colonies and of the actual profits of imperialism is admirable, as also the author's conception of the importance of control of the Mediterranean as one of the vital problems in European diplomacy. The gigantic plans dreamed of in carrying out German imperialism and in the construction of the Bagdad Railway are clearly understood and clearly set forth. Whatever the author says about taxation is worthy of attention and thought.

In addition to a number of minor errors, which are scarcely worth recounting, the book abounds in what seem over-statements and half-truths. It is a mistake to say that the British house of lords was supreme in legislation up to 1910 (p. 16). The home rule question is no longer principally concerned with whether the Irish people or the non-resident landlords among the peers shall rule: certainly the opposition of Ulster arose largely from religious and industrial causes (p. 30). Secret diplomacy was questioned more than two centuries ago in England, and long ago in America (p. 57). Money economy was being substituted for barter and custom in some countries even before the period of the black death (p. 63). "Feudal" must be very loosely used when the author can affirm that England still retains the feudal system with respect to urban land (p. 65). It is scarcely proper to include the entire "Steel Trust" among the American munition interests in order to state that their combined capitalization is about two billions of dollars (p. 110). Certainly the English naval scare of 1909 was due to much more than the activities of Mr. Mulliner (p. 122). Some of the tables given do not necessarily prove what they are cited to sustain (p. 150). The date of the *Entente Cordiale* is not 1903 but 1904; nor was the Potsdam agreement made in 1911 but in 1910 (pp. 173, 206). I doubt whether in the years preceding the war, German industrial competition was any longer the nightmare to Englishmen which the author believes it to have been (p. 242). I do not think that imperialists sustain their plea by references to the fate of China or of Belgium (p. 276). It is not correct to assert that Charles II was permitted to collect excise duties on condition that he give up the land taxes paid by the great owners (p. 291). "Colossal" is used so repeatedly that it becomes wearisome and in the end unpleasant.

The book is dedicated to President Wilson, "whose sympathies for weaker nations and recognition of the rights of struggling peoples have shielded Mexico and China and saved us from the consequences of financial imperialism."

EDWARD RAYMOND TURNER.

Treaties, Their Making and Enforcement. By SAMUEL B. CRANDALL. Second edition. (Washington: John Byrne and Company. 1916. Pp. xxxii, 663.)

This book is a greatly enlarged and revised second edition of a doctoral dissertation originally published in 1904 in the *Columbia Uni-*